

21602

FLOORS of SERVICE



**Southern Pine
Association**
New Orleans, La.



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THIS BOOK DEALS WITH

HEAVY SERVICE FLOORS

*With SPECIAL REFERENCE to
the POINTS of*

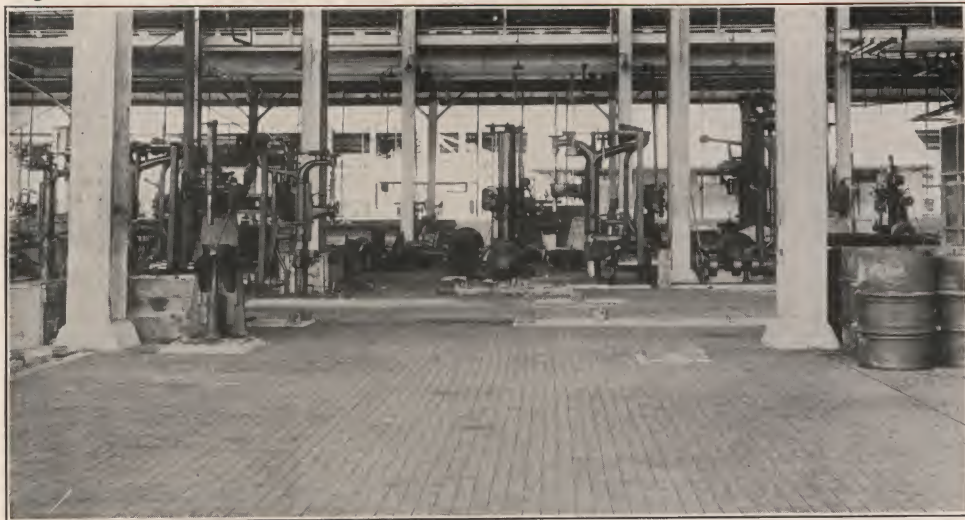
DURABILITY, SAFETY *and*
PRACTICAL ECONOMY





Exterior and Interior Views of the Vine Street Municipal Pier, Philadelphia, showing the use of Creosoted Wood Blocks for paving, both indoors and out. Incidentally, this huge structure is supported by submerged piling of Southern Yellow Pine.



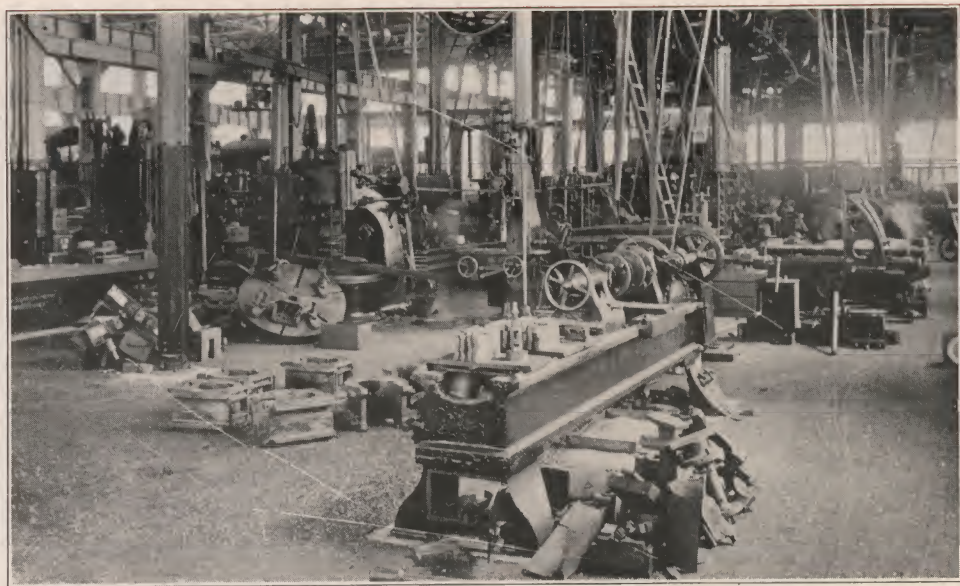


Creosoted Southern Yellow Pine Block Flooring, U. S. Government Machine Shops, Balboa, Canal Zone.

FACTORY, FOUNDRY, MILL and MACHINE SHOP FLOORS

IN the construction of commercial buildings and industrial plants, floors are a problem in themselves. The floor in such a structure is more than a part of the building—it is a part of the interior working equipment. The four walls and a roof provide protection and shelter for the activities they encompass, but a floor is something more than a surface sustaining industrial activities. The floor of a structure is subjected to service much more severe than and other part of the building. It is gives *satisfactory* service, it must have strength and durability; the demands made upon it require that it shall provide a safe surface upon which workers may move about; a smooth surface that shall not interfere with the activities of daily business; a resilient surface that shall minimize discomfort to standing workers and loss from breakage in falling tools

*The
Importance
of
Good Floors*



Central of Georgia Railway Shops, Macon, Georgia, floored with Southern Yellow Pine Creosoted Blocks. These blocks have had five years of the hardest service.

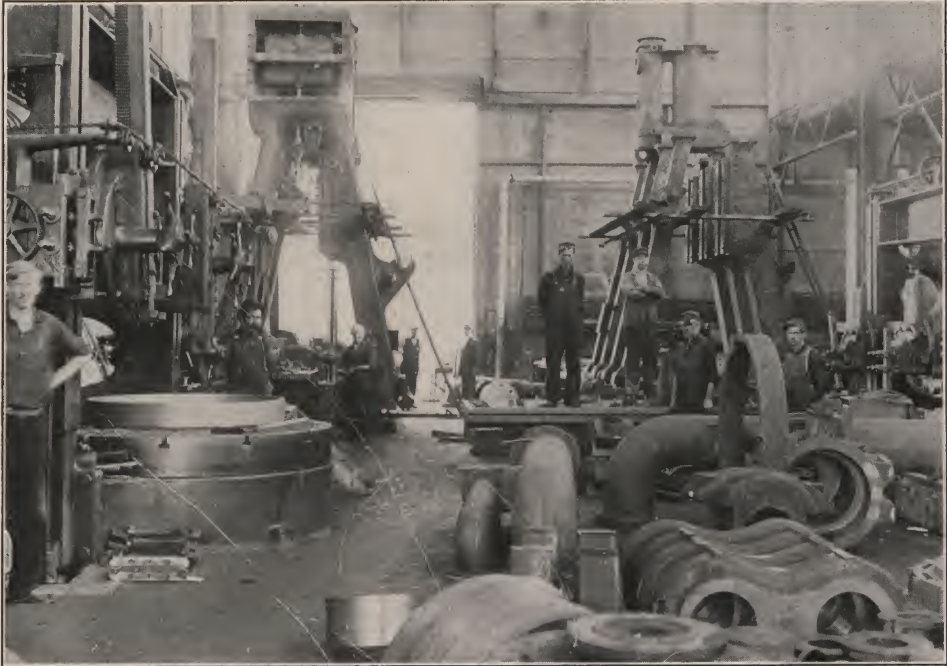
**Wood
Block
Floors--
and Others**

or fragile factory products, and that shall be dry, sanitary and unaffected by the extremes of heat, cold or moisture. Safety to employees has come to be an important consideration with large employers everywhere, and a safe floor is one of the important requirements, if accident is to be minimized in mills, factories, foundries and industrial plants generally.

There is just one flooring material that fully meets all requirements in the factory, machine shop, the foundry, the mill and the warehouse—that is the *wooden floor of CREOSOTED WOOD BLOCKS*.

The claim made for *creosoted wood block floors*, properly laid, is that they are the *most durable*, the *most economical*, the *most sanitary*, the *smoothest* and the *safest* of any floors known. The purpose of this booklet is to give the facts upon which this claim is based.

In factories, foundries, mills and machine shops floors usually



Great Lakes Engineering Works, Ashtabula, Ohio, floored with Creosoted Wood Blocks. Here the block floors have many times proved their value in saving loss from falling castings, which would have broken on an unyielding floor surface of concrete.

are called upon to sustain heavy machinery and other equipment, and to retain a smooth surface under stress of heavy trucking and other extreme abuse. The ordinary plank floors frequently fail under such conditions because of their tendency to "shell," and otherwise disintegrate, at the same time presenting a surface dangerous in its possibilities of accident.

Cement or stone floors are hard, cold, slippery, trying to the feet of workmen, destructive to tools or castings that fall upon them, difficult to repair, and have a tendency to absorb and hold extremes of heat or cold.

Metal floors in foundries have all the faults of concrete or stone floors with the additional bad features of being noisy, warping under heat or hard usage, and presenting uneven, dangerous surfaces that interfere with trucking and increase the risk of accident.

*Faults
of
Old Style
Floors*



Verona Steel Casting Shops, Verona, Pa. Here again the Creosoted Wood Block floors have paid for themselves in the saving from loss due to falling castings.

*The
Floor
for
Economy*

Creosoted wood blocks laid on a foundation of concrete usually cost slightly more in the first instance than other types of flooring. In the final accounting they are by far the least expensive. And wood blocks are clean, dry and impervious to heat or cold.



A bit of Creosoted Wood Block flooring in the Pennsylvania & Lake Erie Railway Shops at McKees Rock, Pa. Here the wood blocks have repeatedly withstood without injury "splashes" of molten metal that would have made a concrete or metal floor intolerably hot.



Erie Railroad Pier No. 20, New York City. The floor of this giant structure is of Creosoted Wood Blocks, the only material that will stand up under the terrific stress of heavy trucking to which it is subjected.

SERVICE FLOORS for VIADUCTS, BRIDGES, PIERS and FREIGHT YARDS

THE best engineering practice throughout the country today provides for the use of Creosoted Wood Blocks wherever extraordinary conditions demand exceptional durability in the wearing surface of trafficways. That this is true is amply proved by the adoption of wood block paving for docks, piers, bridges, freight yards, railroad station approaches, etc., wherever local political influences



Twenty-first Street Bridge, St. Louis, with a pavement of Southern Yellow Pine Creosoted Wood Blocks, the perfect bridge flooring material.

**When
Business
Sense
Rules**

are absent and only the quality of SERVICE is given consideration. The heaviest traveled trafficways of such character in America today are paved with Creosoted Wood Blocks, solely because expert discrimination, unhampered by any misguided policy of false economy in first cost, has unerringly specified *the best for the purpose*. In innumerable instances, some of them pictured in illustrations herewith, Creosoted Southern Yellow Pine Wood Blocks have been adopted after the failure of stone, brick, or asphalt, or all of them—while there is not an instance on record of Southern Yellow Pine Creosoted Blocks, properly laid, having been replaced by other materials because of the failure of the blocks. Conspicuous examples are the great Erie Railroad Pier, New York City; the new Municipal Pier, Philadelphia; the



Central Viaduct, Cleveland, Ohio, paved with Creosoted Wood Blocks, which are unaffected either by vibration or traffic.

trafficway of the viaduct at Dallas, Texas, the longest reinforced concrete structure of the kind in the world; the freight sheds at the Port of New Orleans, the Verona Steel Casting shops, Verona, Pa., and the International Harvester Company Warehouses, Chicago.

**Con-
spicuous
Examples**



Freight Yards of the Houston Belt & Terminal Company, Houston, Tex., paved with Creosoted Wood Blocks. The absence of mud, ruts and holes in the wagon ways of these yards greatly facilitates the loading and unloading of freight.



The longest reinforced concrete viaduct in the world, at Dallas, Texas, paved with Southern Yellow Pine Creosoted Wood Blocks, after a concrete asphalt pavement had failed.

*In a Class
by Them-
selves*

In each of the foregoing instances, creosoted wood blocks were used as the paving material because of their supreme endurance under traffic stress. In the qualities of noiselessness, resilience, ease with



Washington Avenue Bridge, over the Mississippi River, Minneapolis, paved with Creosoted Wood Blocks. Minneapolis boasts of using more Wood Block paving than any other city.



Jackson Avenue Freight Shed, Port of New Orleans, paved with Southern Yellow Pine Creosoted Wood Blocks. Climatic conditions have no effect on the durability of wood block pavements.

which repairs or alterations can be made, comfort for pedestrians and draft animals, imperviousness to heat or cold, cleanliness, and ability to withstand vibration without injury, creosoted wood block pavement is in a class by itself. It is the one surfacing material that possesses in harmonious combination the merit of practical economy with every desirable feature that goes to make up the sum total of "acceptability" in a trafficway—it is the modern "ideal pavement."

**The
Modern
Perfect
Floor**

In the demand for efficiency in materials, the requirements of railroad construction are probably the most exacting of any branch of industrial building. *Dependability* and *Service* are the prime necessities, not incidentals in such work. And that being true, it is significant that the leading railway structural engineers of the greatest transportation systems of America and Europe are steadily increasing



Third Street Viaduct, St. Paul, Minn., perfectly paved with Creosoted Wood Blocks.

**Creosoted
Southern
Yellow
Pine
for
Bridges**

the use of Southern Yellow Pine in bridges, piers and other structures subjected to severe and constant usage. For stress timbers—in trusses, trestles, viaducts, or used as beams, sills, girders, sleepers and piling—Southern Yellow Pine has long occupied first place in the esteem of railroad builders, and modern wood preserving methods in recent years have rapidly extended the use of creosoted yellow pine for purposes where long life and resistance to decay is the foremost consideration. A striking example of the use of creosoted planking in bridge construction is illustrated in this booklet—the new Santa Fe Railroad bridge spanning the Missouri River at Sibley, Mo. This giant structure has a ballasted floor and footway of creosoted planks, and is unique in the application of this engineering practice in the unusual length of the truss spans in the bridge—396 feet.



The new Santa Fe Railroad Bridge over the Missouri River at Sibley, Mo. This giant structure, representing the best engineering practice in railroad construction, has a ballasted floor and footway of creosoted planking. While Creosoted Wood floors have come into general use for such structures, their application to truss spans of such length—396 feet—as in this instance, is unusual.

CREOSOTED PLANK FLOORS and PLATFORM CONSTRUCTION

IN the construction of heavy service platforms, runways and sidewalks, there may be instances where Southern Yellow Pine Creosoted Blocks can not be employed to the best advantage. In such cases, no matter how good or how heavy the material employed, ordinary planking does not always give the most economical and satisfactory service under hard usage, because of the tendency of such material to “shell” and sliver. It is because of that tendency that some engineers and builders are using less planking for runways, platforms, docks and sidewalks, even though the resilient nature of wood makes it naturally the best material for such use.

*The
Modern
Plank
Floor
of
Service*

The solution of this problem has been found in an improved method of manufacturing heavy flooring material, resulting in the production of Southern Yellow Pine planking somewhat less in width

than that formerly employed, and sawed in such a manner that the edge of the grain of the wood is presented as a wearing surface. In other words, the modern Southern Yellow Pine planking for platforms, docks, driveways, wharves and walks is "quarter-sawn" or rift-sawn, just as Oak and Southern Yellow Pine are in narrower materials for fine hardwood



Southern Yellow Pine ready to be cut into Paving Blocks.

floors in dwellings. Creosoted rift-sawn Southern Yellow Pine planking, in widths, of 3, 6, or at the most 8 inches, and 2 or 3 inches in depth, is a flooring material that will not "shell" nor sliver, and has endurance under hard service equaled by no other flooring material adapted to such use. The superlative wearing qualities of edge-grain heavy flooring have been recognized in all recent construction of automobile speedways —

in Chicago, New York and Omaha—in which the requirements of uniform smooth surface, resilience and strength are not equaled in any other type of trafficway.

Rift-sawn Southern Yellow Pine heavy planking will be found perfectly adapted to use in freight and passenger depot platforms, warehouses, factory and foundry loading docks, wharves, inclined runways, heavy-service walks, etc. In very moderate first cost, low maintenance expense, extreme durability and the ease with which repairs can be made, no other platform for heavy deck construction can compare with it. It offers the absolute maximum of service, with the absolute minimum of expense.

**Where
Plank
Floors
Serve
Best**



One of the alleyways in the stables of the Detroit Creamery Company, Detroit, Mich. These stables are equipped throughout with the best money could buy, including Creosoted Wood Block floors.

SERVICE FLOORS for BARNs, STABLES and OUTBUILDINGS

AN important consideration in the use of creosoted wood blocks for barn, stable or hog house floors, as well as in the use of creosoted material generally in farm building construction, is the fact that creosote is a powerful disinfectant and repellant of



Stables of the Tivoli Brewing Company, Detroit, Mich. One of the many instances where Creosoted Wood Block floors have replaced concrete and stone blocks in stables and dairy barns.

**Creosote
a Foe of
Vermin** vermin. Farm buildings—barns, stables, dairies and hog houses—floored with creosoted wood blocks are singularly free from flies, gnats and other insect pests or vermin that annoy farm animals. This point is brought out in a letter from the famous Harlan Farms at Lockhart, Alabama, the home of blooded saddle and driving horses, Jersey cattle and fancy poultry. This letter, dated June 2, 1915, says in part :

“All our stables, poultry houses and sheds are constructed of this material (creosoted lumber) and we have some of our floors made of creosoted yellow pine blocks. There is one feature about this that should recommend its use to all prac-



Hay Barn of the T. W. Keelin & Brothers Company, Chicago, floored with Creosoted Wood Blocks.

tical farmers and stockmen, and that is the effectiveness of such construction in keeping out vermin and insects. We have noticed that where we have creosoted wood block floors, we have no trouble with flies, mosquitoes or vermin. Also, in our poultry houses where creosote has been applied, it has been very beneficial in keeping out mites and lice as well as having a tendency to disinfect the premises.

"We strongly recommend the use of creosoted wood blocks as floors in stables. Such floors are sanitary, easily flushed, and very lasting. We consider them far superior to any other floors of which we have knowledge."

Every experienced stockman and farmer appreciates the importance of clean, dry, sanitary floors in stables, barns, hog houses and other structures used to house domestic animals—such floors contribute materially to the thriftiness of live stock and minimize troubles from disease. The objection to concrete floors in such structures is that they are hard, cold, damp and slippery; presenting a surface ill suited to the comfort and well being of stock compelled to stand or lie on them.

*Other
Advantages
of
Wood
Block
Floors*



Wood Block Floor of the Loading Dock, Morris Packing Plant, Kansas City, Kas.

Wood block floors in stables and barns, properly laid, are practically indestructible, and are dry, warm, elastic and cleanly. They are smooth without being slippery, and can be flushed with water as readily as a concrete or brick floor. The first cost of creosoted Southern Yellow Pine wood block floors in some instances is slightly more than that of other materials, but in point of *service*—taking into consideration their durability, negligible maintenance cost, sanitary qualities and general “acceptability”—they are a conspicuous feature of economy in the equipment of barns, stables and other shelter houses for live stock in town or in the country.

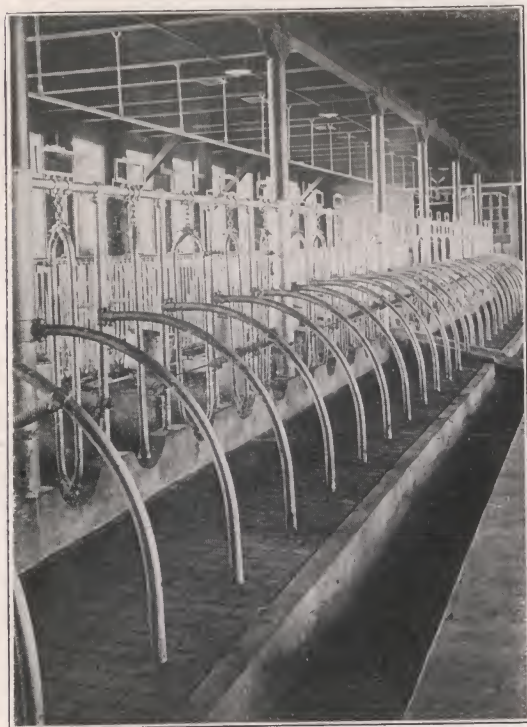
**Economy
with
“Accept-
ability”**

PRESERVATIVE TREATMENT for SOUTHERN YELLOW PINE FLOORS

THE charge of creosote customarily injected into wood blocks used in *street paving* is from 16 to 20 pounds of oil to the cubic foot of wood. This quantity of the preservative is deemed necessary to permanently preserve the blocks from the effects of moisture and decay in the open. Less of the preservative is required when blocks are used for interior floors.

*Less
Preservative
Required
Indoors*

Dr. Hermann von Schrenk, Consulting Engineer and Chemist of the Southern Pine Association, says in reference to this:



Dairy Stables paved with Southern Yellow Pine Creosoted Wood Blocks on the model farm of R. A. Long, Kansas City.

“The average amount of oil to be used for interior purposes may be as light as 5 to 7 pounds per cubic foot of wood. The amount of oil to be used for creosoted planking for interior use may also be as light as 5 to 7 pounds per cubic foot. For exteriors—platforms, loading docks, etc., the amount will depend upon the manner in which the material is to be used. If the material is to come in contact with the ground, the amount necessary will be an average absorption of 12 pounds per cubic foot for points north of



Timbers, heavy planking and wood block material of Southern Yellow Pine ready for treatment with creosote oil by the "pressure vacuum" method.

Missouri and at least 15 pounds for points south of Missouri. If the flooring is elevated so as to be thoroughly ventilated and where no water comes in contact with it, one of the more economical processes can be used, putting in 6 to 8 pounds per cubic foot."

*How
Interior
Paving
Blocks
Are
Treated*

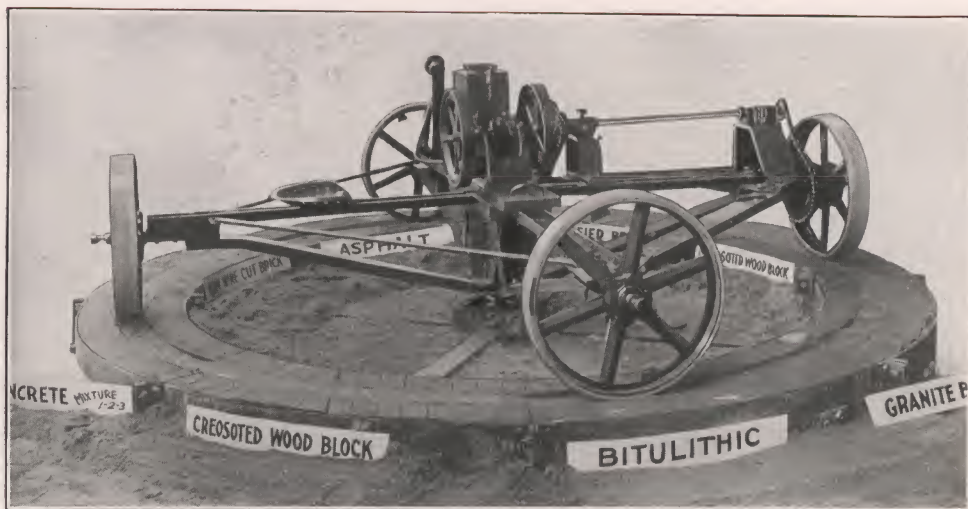
Under the "pressure vacuum" process of treating with creosote, the Southern Yellow Pine blocks, after being cut, are placed in large iron cages, which are run into a riveted steel cylinder, having doors at either end that may be hermetically sealed. They are then subjected to a pressure of about 25 pounds per square inch of live steam, for a sufficient period to completely liquefy the sap and gum con-



A Southern Yellow Pine forest from which comes the best of heavy service flooring materials.

tained in the wood, the time depending on the condition of the wood and the size of the charge. A vacuum is then applied, and held until most of the liquefied sap and gum is extracted, and all the cells are dry and expanded. Hot creosote is then introduced into the cylinder while the vacuum is still present, and the quantity required is forced into the wood. That treatment, applied to Southern Yellow Pine blocks, produces the wood paving and flooring material of today—a very different material from that of years gone by. And it is that material properly laid, that makes the ideal pavement or floor of service, silence, beauty and economy. Its use is limited only by the appreciation of its merits, and its universal adoption in preference to any other material at any price, is only a matter of time.

*The
Pavement
of
Today*



A unique device for testing the durability of pavements. The effect of stress and friction on the various materials is plainly shown here.



Norfolk & Western Railway Shops, Roanoke, Va., floored with creosoted wood blocks.

WHAT THE USERS SAY OF CREOSOTED WOOD BLOCKS

The Paving Engineer of the Southern Pine Association sent out a list of questions to a few of those who use Yellow Pine Creosoted Wood Blocks for factory, shop or stable floors.

Herewith are given a few of the answers received. Everyone answered the

question, "Has the material been satisfactory to you?" with "Yes," "Very" or "entirely so."

It is worthy of note that in answer to the question, "Have you spent anything on repairs?" the answers all agreed that expense of this kind is practically a minus quantity.

"It is the only factory floor to install, and we have about ten acres installed. It is the coming floor."

THE BERGER MANUFACTURING CO.,
Canton, Ohio.

"We are very well pleased with wood block flooring and will use it on future additions. * * * When the floor was first laid and for three years afterwards it was impossible to find flies or mosquitos in our factory. * * * We have never had a particle of trouble with the flooring, and it is subjected to exceedingly heavy trucking at times. * * *

"We find a great advantage in this type of flooring, due to the fact that when it is necessary to install new machinery or make foundations for any purpose, it is a quick job to take up a few of these blocks and put in the foundations and then put the blocks back in place again. This is one of the big advantages of this type of floor.

"We will gladly give you any further information regarding this floor."

WICHITA FALLS MOTOR CO.,
J. G. C., General Manager,
Wichita Falls, Texas.

"Cement floor too cold. Lost many young calves from pneumonia or colds. Have had no trouble since laying the blocks."

AUG. ZEISING,
Chicago, Ill.

"We like the floors better than any other kind."

MORE-JONES BRASS METAL CO.,
St. Louis, Mo.

"It absolutely drives out flies and mosquitos."

HARLAN FARMS,
Lockhart, Ala.

"Have about 63,000 square feet."

AMERICAN LAUNDRY MACHINERY CO.,
Rochester, N. Y.

JOHN KANE, Supt.

"Keeps lice and mites from hogs and chickens."

LA CIMA FARMS,
By F. J. BANNISTER,
Kansas City, Mo.

"An ideal floor."

EDWARD E. AYER,
By PHILLIP R. SMITH,
Chicago, Ill.

"This roadway is giving satisfaction, other than a crack in the center, owing to a movement of the river bank, is still in perfect condition, despite the fact that it receives the heaviest traffic on the front."

HARRY L. VILLERE,
Asst. Engineer,
Board of Port Commissioners
of New Orleans, La.

"The 1912 work is a platform for trucking heavy machinery, and the blocks were the first successful surface we ever laid for this purpose."

INTERNATIONAL HARVESTER Co.,
Chicago, Ill.

W. D. PRICE,
Superintendent of Construction.

"We put it in our forge shop, plating plant and enameling plant. It is fine in every way. Wish we had put it in our main factory, first floor of which is on ground. It will stand all kinds of abuse and it is easy to take it up and relay it."

CROUVE-HINDS Co.,
Syracuse, N. Y.

"We know of no other material that could be anywhere near as satisfactory. Concrete would have needed repairs within a year, besides injuring castings. Planks would splinter."

WM. A. HARDY & SONS Co.,
Fitchburg, Mass.

"The best paving there is for streets, stables, factories, bridges. Satisfactory to everybody."

THOMAS BROS. & Co., LTD.,
Detroit, Mich.

"I have had the floor of my stable in the Fire Department paved with Creosoted Wood Blocks for four years. I think it is the best pavement for horses to stand on I have ever used. I had brick before I put in Wood Block."

SAMUEL HUNT,
Chief Fire Department,
Jacksonville, Ill.

"We tried the blocks as an experiment on three horse stalls in 1910 and are so well pleased that we are now substituting blocks in the balance of our stables, 160 stalls."

GRIDLEY DAIRY Co.,
By M. D. BYRNE, Secy.,
Milwaukee, Wis.

Mr. W. H. Fetner, master mechanic of the Central of Georgia Railroad, said in a letter dated May 25, 1915:

"Beg to advise that our entire round-house was floored in October, 1909, with three-inch creosoted wood blocks laid in concrete. This has received very heavy service and is in first-class condition at the present date, not showing any signs of wear.

"Our machine, erecting and boiler shops were floored in the year 1910 with the same material. This service is very heavy and it does not show any signs of wear up to the present time."

(The area covered by creosoted wood block floors in the Central of Georgia buildings includes 19,000 square yards.)

The extensive sheet metal work plant of the Dowman-Dozier Manufacturing Company of Atlanta, Ga., is floored with creosoted wood blocks. In a letter dated October 18, 1915, Mr. George Dowman of that firm says:

"Replying to your letter of October 14, 1915, we take pleasure in advising that we have realized the most thorough satisfaction from the floor in our factory which is made of creosoted wood blocks. We haven't discovered that it has any disadvantages. Among its advantages we might mention its sanitary qualities, noiselessness, ease to workman's feet, the lack of annoyance in taking up and relaying in case of moving machinery, failure to cause or receive injury in case of materials, tools, etc., falling; durability and comparative low cost."

MORGAN & WRIGHT,
"Detroit, Mich., Oct. 5, 1915.

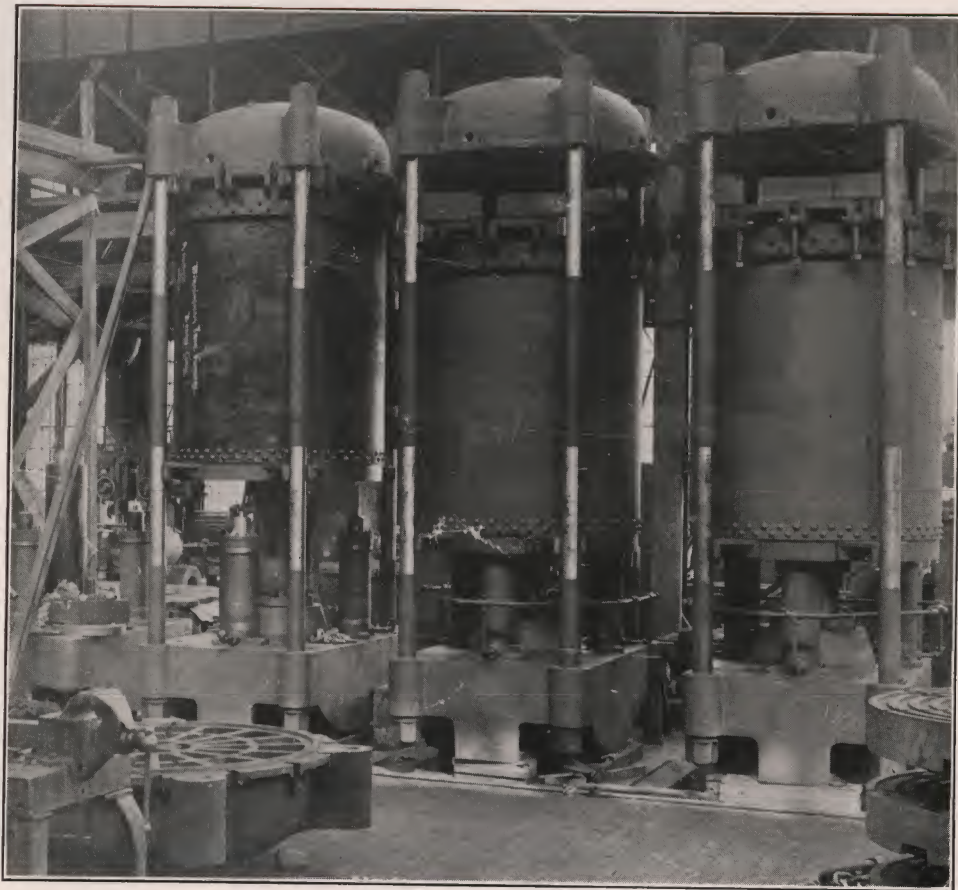
"Southern Pine Assn.,
"New Orleans, La.

"Gentlemen:—I am submitting herewith data which you request in your communication of September 28th, in reference to Creosoted Block Paving.

"Our experience with this flooring dates back several years and we were led into using the blocks owing to our experimenting with nearly every other kind of flooring which we are acquainted with, to find something that would stand up under our heavy trucking. The results obtained from our Creosoted flooring has been such as to lead us to adopt it as the best flooring possible for this purpose. The Creosoted Block flooring which was installed several years ago is in as good condition as when it was installed, and this speaks volumes when you take into consideration the fact that it was necessary to replace the concrete flooring at least twice a year.

"Our service is very heavy, which probably accounts for the concrete not standing, and which shows the value of creosoted block.

Yours truly,
"J. H. MULLOY,
"Morgan & Wright."



Creosoted Wood Block Floor in the Birmingham Iron Foundry, Derby, Conn.

THE MATHER SPRING COMPANY.

"Toledo, Ohio, Nov. 15, 1915.

"Southern Pine Association,

"New Orleans, La.

"Gentlemen:—You may be interested to know that we have found the Yellow Pine creosoted wood block the very best flooring for our purpose, after having tried paving block, concrete and heavy plank floors.

"The wood block flooring not only permits of easy moving of heavy hand trucks, but enables us to move our machinery from one spot to another without damaging the floor, as the blocks can be readily removed and replaced.

"We laid this floor on eight-inch crushed slag with several inches of sand on top, which gives a good foundation. We also feel that it is fire-proof.

"We unhesitatingly recommend same as being the very best flooring for factory purposes after an experience of many years in the manufacturing business.

"Yours very truly,

"THE MATHER SPRING COMPANY,
"(Signed) GORDON M. MATHER."

"Atlanta, Ga., Sept. 16, 1915.

"Gentlemen:—As we manufacture elevating, conveying and power transmission, our products are all necessarily very

heavy, consisting of cast iron, sheet steel, angles, shafting, steel bar; in fact, entirely iron and steel throughout. The wood block floor withstands the wear and affords a resistance to these products unapproached by any other known construction, as well as very restful to the employees.

"There is positively no comparison between wood block and concrete, as we have had extensive experience with both and could not under any circumstances well afford to be without creosoted wood block flooring in our factory. This flooring has now been in use three years and shows no perceptible wear whatsoever.

"We beg to remain,

"Yours very truly,

"ATLANTA MFG. & SUPPLY CO.,

"(Signed) J. O. BAILEY,

"Pres. and Treas."

"Derby, Conn., U. S. A., Oct. 14, 1915.

"Our experience with wood block floor certainly gives us reason to be enthusiastic in its favor.

"BIRMINGHAM IRON FOUNDRY,

"W. A. GORDON, Gen'l Supt."

BIRMINGHAM IRON FOUNDRY.

"Derby, Conn., Oct. 6, 1915.

"The Southern Pine Association,

"New Orleans, La.

"Gentlemen:—The fact that we could lay a few square yards of a block floor and make it match with other square yards laid at a different time appealed to us and we looked into the wood block paving. We tried several kinds, but finally decided that the best was none too good and therefore laid from 200 to 300 square feet of creosoted block at a time on a concrete base. We felt that

repairs could be easily made at any time, which was not the case of any floor with which we were familiar. As a matter of fact, you will note from the answers to your questions that we have not had to make any repairs and the floor is in such condition that we feel that only the most minor repairs will have to be made for many years to come.

"It is an ideal floor for the men to walk on and work on and, furthermore, lends itself to a species of abuse which has grown up in our shop, namely: the spiking on the floor of braces during the process of erecting heavy machinery, without material damage.

"Yours very truly,

"BIRMINGHAM IRON FOUNDRY,

"(Signed) W. A. GORDON,

"Gen'l Supt."

THE MINNEAPOLIS THRESHING
MACHINE CO.

"Hopkins, Minn.

"Southern Pine Association,

"New Orleans, La.

"Gentlemen:—Referring to your inquiry regarding the creosote wood floor blocks will say that we have a machine shop 260 feet long and 115 feet in width which is laid with a floor of creosote blocks. The blocks are $3\frac{3}{4}$ inches in width, $3\frac{1}{2}$ inches deep and vary from 6 and 8 to 10 inches long, and have been in use now for two years, giving us the best of satisfaction. We have never spent a cent for repairs on the floor and it looks as though it might be good for the next twenty years.

"Yours respectfully,

"THE MINNEAPOLIS THRESHING MACHINE
Co.,

"(Signed) PAUL SWANSON, Supt."

OTHER COMMENTS BY USERS

From the **Canadian Westinghouse Co., Ltd.**

D. P. BROWN, Plant Engineer,
Hamilton, Ontario, Canada.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Both.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. 1910 and 1911.

From the **Firth Carpet Co.,**
Firthcliffe, N. Y.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Teams and vehicles.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. 1910.

From **Mr. R. H. White,**
270 Gordon St.,
Atlanta, Ga.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Both—garage floor and driveway.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. 1912.

From **More-Jones Brass Metal Co.,**
St. Louis, Mo.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Trucking.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. Five years ago.



Two views of the new Chicago Municipal Recreation Pier, approximately three-fifths of a mile in length. The first floor of this great structure, which must bear the heaviest traffic, is paved with Southern Yellow Pine Creosoted Wood Blocks.

From the **Columbia Steel Co.,**
C. R. HALLOCK,
Elyria, Ohio.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Pedestrians and mill trucking.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. 1911-12.

From the **American Laundry Machinery Co.,**
JOHN KANE, Superintendent,
Rochester, N. Y.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Machine shop; no teams.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. Six years ago.

From the **Davenport Locomotive Works,**
Davenport, Iowa.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Pedestrians and trucking?

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. 1910.

From **Morgan & Wright,**
Detroit, Mich.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Used for heavy trucking.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. September, 1913.

From the **Peoples Gas Light & Coke Co.,**
Chicago, Ill.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Teaming vehicles.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. January, 1910.

From **J. Cummings,**
Chief of Fire Department,
Jackson, Miss.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Both.

Q. Do you find the floor sanitary?

A. Yes.

Q. Does it tend to keep away flies and mosquitoes?

A. Yes.

Q. When was the floor or pavement laid?

A. 1908.

From the **La Cima Farms,**
By F. J. BANNISTER,
Kansas City, Mo.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Teams, hogs and chickens.

Q. Do you find the floor sanitary?

A. Very.

Q. Does it tend to keep away flies and mosquitoes?

A. Keeps lice and mites from hogs and chickens.

Q. When was the floor or pavement laid?

A. 1914 and early 1915.

From the **Board of Port Commissioners,**
HARRY L. VILLERE, Asst. Engineer,
New Orleans, La.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Vehicles.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. September, 1910.

From the **General Fireproofing Co.,**
C. F. LANDOLT, Supt.,
Box No. 106,
Youngstown, Ohio.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Pedestrians and trucking.

Q. Do you find the floor sanitary?

A. Yes.

Q. Does it tend to keep away flies and mosquitoes?

A. Yes.

Q. When was the floor or pavement laid?

A. Four years ago.

From the **Houston Post**,
Houston, Texas.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Pedestrians and trucking.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. 1914.

From the **Kansas City Terminal R. R. Co.**,
Kansas City, Mo.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Teams and vehicles.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. Various times in the last three years.

From the **Thomas Bros. & Co., Ltd.**,
Detroit, Mich.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Both.

Q. Do you find the floor sanitary?

A. Yes.

Q. Does it tend to keep away flies and mosquitoes?

A. Yes.

Q. When was the floor or pavement laid?

A. Some been down eleven years.

From the **Wm. A. Hardy & Sons Co.**,
Fitchburg, Mass.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Foundry cleaning room floor. Severe usage for dumping heavy castings.

Q. When was the floor or pavement laid?

A. October-November, 1913.

From the **General Vehicle Co., Inc.**,
Long Island City, N. Y.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Trucking, workmen, vehicles.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. 1913.

From the **Panama Canal Zone**,
Executive Department,
D. C. NUMING, Secretary,
Balboa Heights.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Pedestrians and trucking.

Q. Do you find the floor sanitary?

A. Yes.

Q. Does it tend to keep away flies and mosquitoes?

A. Only by not offering any breeding places.

Q. When was the floor or pavement laid?

A. Early 1914.

From the **International Harvester Co.**,
W. D. PRICE, Supt. Constr.,
Chicago, Ill.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Trucking.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. 1912-1913-1914-1915.

From the **Link-Belt Co.**,
Nictown Station,
Philadelphia, Pa.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Pedestrians and trucking.

Q. Do you find the floor sanitary?

A. Yes.

Q. Does it tend to keep away flies and mosquitoes?

A. Sure.

Q. When was the floor or pavement laid?

A. 1911.

From the **Berger Mfg. Co.**,
Canton, Ohio.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Pedestrians and factory floor.

Q. Do you find the floor sanitary?

A. Yes.

Q. Does it tend to keep away flies and mosquitoes?

A. Not bothered. Think excellent for this.

Q. When was the floor or pavement laid?

A. Ten years ago, and some lately.

From the **Wm. J. Lemp Brewing Co.**,
St. Louis, Mo.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Used for heavy hauling and horse stalls.

Q. Do you find the floor sanitary?

A. Yes.

Q. When was the floor or pavement laid?

A. 1909-1910-1911.

From the **New York Globe**,
New York, N. Y.

Q. Is your floor used for teams and vehicles or for pedestrians and trucking?

A. Pedestrians and trucking.

Q. Do you find the floor sanitary?

A. Yes.

Q. Does it tend to keep away flies and mosquitoes?

A. Yes.



Driveway of Ford Motor Company's Plant, Houston, Texas, paved with Creosoted Wood Blocks.

NOTE THIS

IF YOU have flooring problems to solve and care for further details concerning the intelligent use of creosoted Southern Yellow Pine blocks or planking, the Engineering Department of the Southern Pine Association is at your service, free of charge. Any inquiry you may send will receive prompt attention.



Southern Pine Association

INTERSTATE BANK BUILDING

NEW ORLEANS, LA., U. S. A.



Ferry-Hanly Adv. Co.
Kansas City, Mo.



